



# The Stratojet Newsletter

Volume 15

November 2002

## B-47 Pioneers Honored at Seattle Reunion

There were one hundred and fifty-five Association members registered attendees at the third Stratojet reunion that was held in Seattle from Sept. 19-22. The weather was ideal, the mornings were crisp and cool, and the afternoons, warm and sunny. The Doubletree was an excellent choice for a reunion, the two room suites were comfortable and reasonably priced. The food was very good and the hotel personnel very hospitable.

Thursday was taken up with registration. Once registered the attendees were free to relax, meet old friends, and make new ones at the well-stocked hospitality room. That evening there was a buffet dinner at the hotel. After dinner the hospitality room was again open. However, it was bed time for most of the folks, who had put in a long tiresome day traveling to Seattle.

Following breakfast on Friday it was off to the Boeing 747 assembly plant in Renton. The plant was truly impressive; but was most notable was the lack of major activity on the assembly line. The impact on 911 on the 747 assembly line was clearly evident. On returning to the hotel, the guests partook of a light lunch in the hospitality room.

The symposium kicked off as scheduled at 1:00 O'clock. They were there, all of these men, who helped build the B-47, test it, and fly it in its early days. It was truly a memorable occasion. They were grayer, some were stooped, and others heavier; but despite the years their minds were as sharp as ever. Pete Warden, Bill Cook, and Bob Withington discussed the acquisition, design, and the subsequent impact of the B-47 on commercial aviation.

In their presentations Bob Robbins, Charlie Anderson, Jim Fraser, Ben Werner, and Jesse Jacobs covered various aspects of the B-47 flight test program. Jim Fraser paid tribute to Scott Osler, who succeeded Bob Robbins as Boeing's B-47 test pilot, and was subsequently killed in a canopy accident.

Don Hillman, who flew the first B-47 reconnaissance mission over the Soviet Union, was unable to attend the reunion due to health problems. Alex Alexander summarized Don's mission for the audience.

Guy Townsend and Dick Taylor did not make presenta-

tions but made themselves available to answer any questions. Guy's humorous anecdotes added levity to what otherwise was a very staid affair. When the symposium ended Ben Werner provided this comment, "This symposium was a great idea after all these years, it brought us all together again."

The Association was fortunate to have had the services of Bill Moore, who videotaped the symposium. The tape will be made available to the membership as an Association fund raiser. Details on obtaining the tape are contained on page 9. This tape is a piece of B-47 history that you can not be without.

That evening attendees were free to have dinner on their own or to attend the Indian show and dinner on Tillicum Island.

On Saturday morning shuttle buses took the attendees to the Museum of Flight and Pioneer Village. That afternoon Allwyn T. Lloyd, who has written books on SAC and the B-47, gave an informative slide presentation on the B-47.

The evening activities began at 5:00 PM with a pay as you go bar and photo taking followed by the banquet. 188 people attended the banquet dinner. The guest speakers were Guy Townsend and Dick Taylor, whose presentations were on their roles in the B-47 flight test program. It was a very illuminating presentation that utilized both slides and a videotape of the LABS maneuver. Following their presentations, the B-47 Pioneers were recognized and presented with the Association's commemorative medal.

A short business meeting followed. Don Cassiday gave the Treasurer's report and an update on the memorial fund drive. Dick Purdum was elected president and Dayton, Ohio was selected as the site for the 2004 reunion. \$500 was raised for the Association by the sale of raffle tickers for two prints donated by Tom Hadden. The evening ended with the attendees being presented with the B-47 commemorative medal.

There was a farewell breakfast on Sunday and good bye to all until we all meet again in '04.

### Directory Omissions

The following name was inadvertently left out of the 2002-03 Directory:

Mrs. Carolyn B. Knight  
2629 Cotuit L.  
Tallahassee, FL 32309

### 8th Air Force Museum Docents

B-47 veterans in the Savannah area are needed to act as B-47 docents at the 8th Air Force Museum. Contact Ms Vivian Rogers-Price 912-748-0209.

### Lost in Seattle

Wen Painter is missing a book entitled *306th BW 1954 Yearbook* that was on display in the Hospitality Suite in Seattle. If you picked it up by mistake, please return it to Wen at P.O. Box 719, Mojave, CA 93502

### John Denver's Dad

H.J. "Dutch" Deutschendorf, John Denver's father, joined the Army in 1940 and became a pilot. He transitioned from props to jets in 1950. He was an extremely skilled B-47 pilot and went on to fly B-58s. In 1961, he set a speed record of 1200 mph in a B-58 and held three record flights in the B-58.

He retired as a LTC and died in 1983. John Denver's album *It's About Time* was dedicated to his father. John Denver died in the crash of his Long EZ plane off Pacific Grove, CA on Oct. 12, 1997.

### Final Flight

B/G Travis Hetherington, died on Oct. 22, 2002 in San Antonio. The general was the D/O of the 806th Air Division, Lake Charles, LA; C.O. of the 379th BW, Homestead; and 823rd Air Division Homestead in 1957.

Col. Jim Howard, the last wing C.O. of the 100th BW on October 18 in Tulsa, OK.

Maj. Gary Claremont, former 100th BW and Air Weather Service AC, in Sept 2002 in Hilton Head, SC.

Maj. Jack B. Reading on Aug. 21.

Maj. John McCormack former 100th BW navigator on Oct. 15 in South Carolina.

L/G James V. Edmundson in 2001

### Seeking Information

Seeking information on any one who knew my father, Larry Lee, a Boeing B-47 and B-52 tech rep and accident investigator from the 50s to the 80s. Barbara Lee Epperson: NJPOLL@aol.com

### B-47 Stratojet Assn. Inc. Officers

**President:** Dick Purdum, 13310 South 26th AV, Bellevue, NE 68123. Tel. 402-291-5247  
e-mail: dickpurdum@aol.com

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**Editor:** Sigmund Alexander 12110 Los Cerdos Dr., San Antonio, TX 78233. Te. 210-653-5361  
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### Board of Governors

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sigmund.alexander@worldnet.att.net

### 40th Anniversary of the Cuban Missile Crisis

#### Articles:

*Learning From the Cuban Missile Crisis* by Max Frankel, *Smithsonian*, Oct. 2002

*The Inside Story of the Cuban Missile Crisis* by Sheldon H. Stern. *Boston Globe Magazine* Oct. 6, 2002.

#### Video:

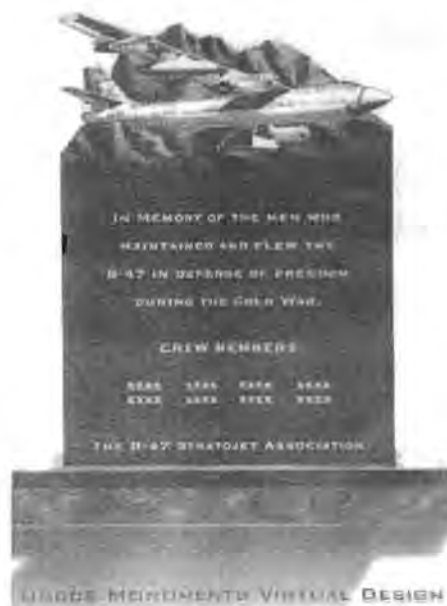
*Defcon II*, Host, Tom Clancy. Discovery Channel Oct. 30, 2002.

40th Anniversary Meeting of the Cuban Missile Crisis in Havana, during the week of October 13.

Editor's Comment: McNamara grovels before his Cuban and Russian counterparts and tries to justify his actions. See article on pg. 7 relating to the meeting.

## Dues for 2003 are payable on 1 January 2003

Note: dues are payable to the Secretary, Mark Natola. No notices will be sent regarding the payment of dues or delinquent dues. Mark's address is : 23 Oak Ridge Rd., W. Lebanon, NH 03784



### B-47 Memorial update

Pictured on the left is the proposed B-47 Cold War memorial at the Air Force Museum. The inscription across the face has been changed to read, "In memory of the men who maintained, flew, and supported the B-47 in defense of freedom during the Cold War." The word supported was added to reflect those who built the B-47 and supported it in the field.

The estimated cost of the memorial is \$25,000, to date we have collected \$22,360. with another \$1,000 pledge. This leaves us with \$1,640 to raise.

If you haven't donated to the memorial, please do so now. Send your contributions to Don Cassidy 1402 W. Downer, Aurora, IL 60506.

The memorial will be dedicated during the B-47 2004 reunion, 22-25 September, in Dayton. The dedication will be held in the afternoon of Friday, September 23rd. There will be a chaplain, an honor guard, and bugler for the ceremony. Following the ceremony there will be a dinner in the main pavilion of the museum. The banquet will be held on Saturday at the reunion hotel. The Reunion Brat, who made the arrangements in Seattle, will be responsible for making the 2004 reunion arrangements.



**HISTORY ON A HOT JULY DAY**—This picture is a historical one for the Georgia Division. Shown here are the five ferry crews who flew away the five production B-47's in the background to Walker Air Force Base, Roswell, New Mexico, on Thursday, July 28. With the fly-away crews, all of the 509th Bomb Wing, are some of the GELAC personnel who helped them get away on schedule. Standing, left to right: J. C. Howard, 57-83; W. O. Ritter, 69-01; Capt. Bruce Groesbeck, 1/Lt. Jack D. Frost, Capt. Nelson Kasten, Maj. William C. Brooks, Capt. Everat Van Gaas Beek, Maj. Harold L. Foor, Capt. K. D. Bowser, 1/Lt. W. R. Zimmerman, Capt. C. W. Simonson, Maj. R. E. Johnston, 1/Lt. C. W. Sweet, Capt. N. A. MacLean, 1/Lt. Roland C. Carroll, Capt. E. R. Kackenberger, B. B. Bundesman, 69-01; and L. B. Thomas, 57-84. Down in front: E. E. Powell, 57-83; W. J. Bolton, H. C. Page, R. W. Cherryhomes, C. E. Johnson, O. O. Parsons, M. L. Morgan, D. R. Middleton, and J. P. Roper, all of 25-10; and M/Sgts. Eugene J. Shanahan and Gordon E. Phillips, both of the 509th Bomb Wing, Walker AFB.





Photo: Sidney Wattinger

Above: Jimmy Stewart with I/Lt. Sidney Wattinger at MacDill AFB in Aug. 1954. Jimmy was at MacDill filming the movie *Strategic Command*,



Photo: Sigmund Alexander

Above: The B-47 cutaway that used to film the cockpit scenes in *Strategic Air Command*, on display at the March Air Museum. The copilot is the editor's grandson, Michael Alexander.



Photo: Hank Cervantes

Above: 1953, McConnell AFB, Col. C.R. Moffett and ground crew greet Maj. Charlie Bell and Capt. Hank Cervantes after they completed their flight that demonstrated for the first time that the J 47 engines were capable of flying 1,000 hours without overhaul.

Below: Dick Purdum, the newly elected President of the Association, in front of the recently restored B-47B at the 8th Air Force Museum. Dick attended the SAC reunion in Savannah in May. The insignia on the nose is that of the 303rd BW, the wing formerly commanded by Gen Russell Dougherty.



Photo: Dick Purdum



Photo: Sigmund Alexander

Above: Crew S-43 at March AFB after completing a non-stop flight from Upper Heyford in March 1954. L to R: Maj. Edward S. Stahl, AC; S/Sgt. Brassel, C.C; Capt. Leon V. Creed, Nav; and Capt. James A. Anslie, CP.

Below: This trophy presented to Fred Lange on his departure from McConnell. It was presented to Fred in recognition of his refusal to accept B-47 goats from bomb wings that were phasing out their B-47s.



Photo: Fred Lange

B-47 Reunion Seattle, Sept. 19-22, 2004



L to R: Jesse Jacobs, Guy Townsend, Bob Withington, Bill Cook, and Clair Whitney. Photo: Sigmund Alexander



L to R: Bill Cook, Bob Withington, Dick Taylor, and Ben Werner during the symposium. Photo: Sigmund Alexander



Bill Cook next to his Piper floatplane that is located on the dock next his house. Bill still maintains the aircraft but his wife is now the principal pilot. Photo: Sigmund Alexander



Pete Warden addresses the attendees. L to R: Jesse Jacobs, Charlie Andersen, Guy Townsend, and Bob Robbins. Photo: Sigmund Alexander



L to R: Pete Warden, Charlie Andersen, Guy Townsend, Bob Robbins, Jim Fraser, Bill Cook, Bob Withington, and Dick Taylor. Photo: Sigmund Alexander

Below: The buffet line at the hotel Thursday. Photo: Sigmund Alexander



## Farewell

I would like to thank the officers of the Association, the Board of Governors, and the membership for the support you have given me in my tenure as president. We have 850 dues paying members who are joined together with the sole objective of preserving the heritage of the B-47. Our organization is on solid financial ground and we will dedicate a memorial to the men of the B-47 at our next reunion at the Air Force Museum. The ranks of our membership range from airman to general. I am proud to have served as your president. You have elected Dick Purdum as your new president and I know he will do an outstanding job and wish him the best.

I will also be stepping down as editor of the *Stratojet Newsletter*. Mike Habermehl has agreed to replace me as editor. Again, I know he will do a great job and wish him well. I will contribute articles to future newsletter.

I have not abandoned my interest in the Association. In fact in giving up the positions of president and editor I will now be able to complete a number of projects I have been working on. Among these are publishing my book, *The B-47 Stratojet, the Centurion of the Cold War*; an update on the B-47 accident book that will include a picture annex; a guide to B-47 insignias (with the assistance of Wen Painter); B-47 overseas bases; and the history of the 100th BW.

I am still looking for pictures of bases in Spain, North Africa, England, Alaska, and Guam. Any pictures you send will be greatly appreciated. Looking forward seeing you all again in Dayton.

Sigmund "Alex" Alexander



Early veteran B-47 pilots Bill Campbell and Joe Cotton. Joe went on to become the XB-70 test flight manager at Edwards. This was the first B-47 Association reunion for both of them. Pictures of the reunion, including those of people seated together at the banquet tables, can be found on the B-47 web site. Photo: Sigmund Alexander

Thanks again to Jon Phaler for allowing me to copy his *Combat Crew* magazines.

308th A&E Squadron. Photo: John O'Shaughnessy



General and Mrs. Shaud, Executive Director of the Air Force Association, in front of the B-29, "Doc", that is being restored at Boeing Wichita. Gen Shaud was the featured speaker at the Air Force Assn banquet on July 20. Gen Shaud is a veteran B-47 & B-52 pilot. Andy Labosky took the general and his wife on a guided tour of the McConnell memorial park and the B-29 restoration site. Photo Andy Labosky.



General LeMay visited Fairford in the summer of 1953 to ascertain the operational capability of the 306th BW. The 306th was the first B-47 wing to deploy overseas on a 90 day deployment. L to R: 306th CO, Col McCoy, LeMay, Selser, Mooney and Tartar. Can anyone provide me information on the officers on LeMay's left?



## Cuban Missile Crisis Anniversary Meeting

Dino Brugioni

Editor's note: The meeting took place in Havana during the week of October 13th. Mr. Brugioni was a senior photo analyst in the National Photographic Interpretation Center during the crisis. The article below is in response to my query to him regarding his views on the meeting.

Well, you were right. McNamara is still trying to justify his actions regarding Vietnam. During the Conference he was as obnoxious as ever. Then he began comparing Afghanistan with Vietnam. He was making a case of the "killing of the wedding party" and the killing of the Canadians with Vietnam. I know how those young men who dropped those bomb will carry that pain for the rest of his life. I know I do from one of our bombing missions. Capt Ecker (he flew the low-altitude missions in Vought RF-8P Crusader) and I chatted and I said, "I can't stand the man." Ecker said let's walk out. He passed a note to Gen. Smith, who served on the Air Staff during the crisis, to join us. He didn't. I got up and said, "Mr. McNamara. I support our troops. You've never been in combat and you don't know what the hell you are talking about," and walked out. McNamara left and Castro wanted to hear what I had to say. I then told how McNamara only took the good information on Vietnam and never the bad in his "Light at the end of the tunnel briefings," and that he was responsible for killing a lot of American boys and lengthening the war. Castro later told me that McNamara was not a good commandante.

I enjoyed attending the conference and chatting with both the Russian and Cuban attendees. I had my grandson with me. He speaks Spanish and was my interpreter.

The one big thing in my opinion that came out of the Conference is that it was a good thing that we found the missiles when we did. The shipments to Cuba were in five sections. The first was the sending of 576 SA-2s, 6 cruise missiles, 40 Mig-21s, 12 KOMARS, 33 IL-28s. This was followed sending four separate motorized rifle regiments from the elite 64th Guards Motorized Rifle Division from the Leningrad District along with 33 MI-4 helicopters and liaison aircraft. This was followed by sending the 42 SS-4 missiles with 24 launchers, and 6 FROGS. We found all of these. On its way when the blockade occurred were 16 SS-5 launchers and 32 SS-5 missiles. The next shipment was to be 2 cruisers, 2 missile destroyers, two regular destroyers, 7 Golf missile firing submarines, and a number of F Class subs along with tenders.

You can see if all that equipment got emplaced in Cuba, Kennedy would have a heck of a time getting the Russians out.

The Russians said there were **162** nuclear warheads or bombs either in Cuba or on ships when the Crisis ended. There were warheads for the SS-4, SS-5, Komars, Cruise Missiles, FROGS and torpedoes along with nuclear bombs for the IL-28s.

The United States had 172 operational ICBMs on alert and on station, 144 Polaris missiles at sea on station, 1450

strategic bombers on alert station with a total initial salvo of 2,952 weapons on strategic bombers and intercontinental missiles. There was also 60 Thor missiles in England, 30 Jupiter's in Italy and 15 in Turkey. There were 14 carriers at sea and tactical aviation in England, Germany, Korea, and Japan. No one has ever done a study of what would have happened to this planet if all that radiation was released.

I had a long chat with Gen. Gribkov who was in charge of planning the deployment of weapons to Cuba, code named operation Anadyr. (Gribkov and General Smith jointly wrote a book on the crisis entitled *Operation Anadyr that was published in 1994*.) I asked Gribkov how they expected to avoid detection when Kennedy had warned that Cuba was under careful surveillance. How in the world did you hope to emplace the missiles and not be discovered? He said he had cabled Moscow that they were leaving too many "traces" and that the Americans would probably spot us. He said the cable came back from Moscow to proceed.

I had a long chat with Yazov. He was in command of the motorized rifle regiments that were deployed to Cuba and later became a Marshall and still later the Minister of Defense. I asked what he thought of Americans and he said, "You don't occupy the moral high ground anymore. You went into Vietnam, Panama, Grenada, and Kosovo. You killed a lot of Serbs in Kosovo. And then he pointed his finger at my chest and said, "And you are going into Iraq."

The Cuban generals have great admiration for the United States especially our smart weapons. Most had served in Angola. The Chief of Staff confided that the Cubans have no respect for the Russians. They are very boring and opinionated he said.

Cuba is in bad shape. The principal sources of money are in order money sent from US relatives, tourism (mainly European and Canadian), sugar, and tobacco. Castro said that years ago for one ton of sugar he could get 9 tons of petroleum. Today it takes 2 tons of sugar for one ton of petroleum.

Cuba is a beautiful place but the country is really suffering. All of the Russian equipment is rusting and the poor people in the countryside do all the work with hoes and shovels. I didn't see a single piece of agricultural equipment in the fields.

### Assistance Needed

There were 35 B-47 bomb and reconnaissance wings in SAC. Tail stripes were used to identify the various wings and the squadrons that made up these wings. Allwyn Lloyd is trying to put together these distinctive tail markings. Please send him information on your squadron and tail markings. Al was a guest speaker in Seattle and has written books on SAC and the B-47. His address is: 17465 NE 11th St., Bellevue, WA 98008. His email address is: [al.t.lloyd@boeing.com](mailto:al.t.lloyd@boeing.com).



Capt. Craven's family: Cindi Stewart, Arthur Craven, Mrs. "Johnnie" Craven and Arlene Craven Converse. They visited the site on 11 October.

### Families Visit 1958 Crash Site

The families of the pilot, Capt. Arthur Craven and the copilot, 1st Lt. Jannorone Jr., who were killed in the crash 53-1931 on June 12, 1958, visited the Vermont crash site in October 2002. Brian Lindner, the crash site archaeologist, hosted both families and secured the assistance of local citizens with ATVs to take the families to the site. Unfortunately the efforts to locate the families of 2nd Lt. William Culbertson, the navigator, and S/Sgt. John R. Willis, crew chief, were unsuccessful.

Below: The memorial plaque that was made at the bequest of the Jannarone family.



Above Left: Lt Jannarone's family: Paul Jannarone and Mrs. Mary Anne Finton, his widow, who remarried after his death. Circled is the memorial plaque that was affixed to the birch tree in the background. Above Right: American and Air Force flags and flowers were placed on the site during the dedication ceremony. Photos: Brian Lindner



Bill Ray stands in front of 52-0413 in Altus, OK. This photo was taken last summer. Photo: Bill Ray



James Villa in front of a tech school B-47B at Amarillo in 1961. James went on to serve with the 307th BW. Photo: James Villa



## VIDEO TAPE ORDER FORM

MAIL TO: THE VIDEOBILIA LAB 3500-C Clayton Road  
Concord, CA 94519 OR FAX TO: (925) 827-9740 (Direct -  
No Cover Sheet Required)  
OR PHONE in the necessary information to us at (925)  
685-2825 Monday through Friday from 9AM - 5PM  
Pacific Standard Time

Send ( ) Copies of B-47 Pioneers Symposium at  
\$18.00 per copy.  
Add \$1.49 tax (8-1/4%) per copy if California purchase  
Send ( ) Copies of B-47 Stratojet Association  
Reunion at \$15.00 per copy

Add \$1.24 tax per copy if California purchase.

## Shipping Options:

- ( ) Add \$ 3.85 per tape for USPS Priority  
Shipping  
( ) OR \$ 2.44 per tape for USPS 1st Class  
Shipping  
( ) OR no postage if picking up at our shop

Please send your check, money order or credit card in-  
formation with this form. Checks should be made pay-  
able to: **The Videobilia LAB**. If you are using a credit  
card to pay and are ordering by mail or FAX, please fur-  
nish the following information:

\_\_\_ Visa or \_\_\_ MasterCard

Card# \_\_\_\_\_

Exp Date (Month / Year) \_\_\_ / \_\_\_

Cardholder's Name: \_\_\_\_\_

Ship To: Name \_\_\_\_\_

Address: \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

### A Review of The B-47 Pioneers Symposium Video by Robert M. Robbins

The two and a half hour B-47 PIONEERS SYMPOSIUM  
video showcases ten key B-47 personalities. Each was a  
major contributor to the remarkable B-47 Program in one or  
more vital areas including: Preliminary Design; Design Evo-  
lution; Early Flight Test Programs; Subsequent Flight Test-  
ing that greatly expanded the B-47's combat capabilities and

the effective application of those capabilities by the Strategic  
Air Command.

This gathering of B-47 Pioneers provided a "once in a life-  
time" opportunity to view some of the unique history and nos-  
talgia associated with the massive B-47 Program through the  
eyes of individuals who played major roles in making the pro-  
gram such a great success. The shared experiences and  
good natured rapport between the panel members as well as  
questions and comments from the audience further enhanced  
the symposium's appeal. There were almost 200 attendees at  
the symposium /B-47 Stratojet Association Reunion. Many  
had extensive operational experience with the B-47 and the  
Strategic Air Command.

Aviation history buffs and others will treasure this video  
which shows some of the principal people involved in that im-  
portant early jet history talking about their roles in the B-47  
Program. It is unlikely that there will ever again be such a  
gathering of B-47 talent.

## Cold War Warriors



The above print by John Young, GAVA is signed by  
The artist and "Tex" Johnson. It is in color and measures  
29" x 22 1/2." They originally sold for \$ 125; but are now  
available to the membership for \$ 85, which includes S/H.

Tom Hatten donated two these prints to the Association  
at the reunion. The prints were raffled off and raised over  
\$ 500.

These prints may be obtained from:

Cold War Prints  
2918 E. 17th St., Spokane WA 99223  
Tel.: 509-535-6383, Cell : 509-869-2212  
e-mail: tomjhat@msn.com

### Application to join the B- 47 Stratojet Association

Dues are \$15 a year payable each January. Dues payments should be mailed to Mark Natola, Secretary of the B-47 Assn, 23 Oak Ridge Rd, W. Lebanon, NH 03784. Tel.603-643-3833. e-mail: mark.natola@hitchcock.org

Name: \_\_\_\_\_  
 Spouse: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_  
 State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Tel: \_\_\_\_\_ FAX: \_\_\_\_\_  
 e-mail: \_\_\_\_\_  
 Your position in the Air Force: \_\_\_\_\_  
 Bomb Wings you served with:  
 \_\_\_\_\_ BW from \_\_\_\_\_ to \_\_\_\_\_  
 \_\_\_\_\_ BW from \_\_\_\_\_ to \_\_\_\_\_  
 \_\_\_\_\_ BW from \_\_\_\_\_ to \_\_\_\_\_  
 Civilian:  
 Your position / job: \_\_\_\_\_  
 Company: \_\_\_\_\_  
 from: \_\_\_\_\_ to \_\_\_\_\_  
 Comments: \_\_\_\_\_  
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### Association Memorabilia

1. Association Pin \$10.
2. Association Patch \$ 5
3. Association T-shirts, currently unavailable.
4. Pewter airplane tie pin \$ 5.
5. 1,000 hour pin \$ 25.
6. B-47 Place mat /mouse pad \$ 3.
7. B-47 Golf Cap \$12
8. Mugs \$ 10
9. Reunion Golf Visor \$7.
10. Engraved reunion 2000 wine glass \$5
11. 3,500 hour pin \$25
12. B-47 Commemorative medal: \$10

Checks should be made payable to the **B-47 Stratojet Association**. Postage and handling are included in all costs. Mail your orders to **George Brierley, 53 Mountain Ave, St. Johnsbury, VT 05189**

**B-47 stationary** The stationary package contains 25 sheets of writing paper and 25 envelopes. The cost is \$13 that includes shipping and handling. The stationary may be obtained from Wen Painter P. O. Box 719, Mojave, CA 93502. Checks should be made payable to the B-47 Stratojet Association.



New item: B-47 commemorative Medal \$10



B-47 Stratojet Assn. Jacket, color Navy Blue, 70% cotton/30% rayon, peached poplin with 100% nylon lining, Full zip, with antique zipper, contrast sand color collar with storm flap, self fabric adjustable button cuff, set in front pockets, and self elastic waistband. The price below does not include the cost of the monograms on the left front of the jacket. Line one of the monogram is your name, line two your bomb wing, and line three your squadron.

	SM	MED	LG	XL	2XL	3XL	
Price	\$110	\$110	\$110	\$110	\$115	\$118	Total
Quantity							

The cost of a SM to XL the jacket is \$110 plus \$10 for Monograms for a total of \$120.

Checks should be made out to the:

B-47 Stratojet Association

Please send your prepaid orders to:

B-47 Stratojet Assn.

Attn: Wen Painter

P.O. Box 719

Mojave, CA 93502-0719

Tel. 661-824-2907



Mark Natola, the Secretary of the Association, has written a book entitled, "True Stories of the Cold War." The book is a collection of 63 first person accounts of some of the most incredible experiences of those who were involved in the building, testing, flying, and maintaining the B-47.

Walter Boyne, the noted aviation writer has provided the following review of the book:

"This is a superb, inspirational book, one of which author Natola may well be proud. It is certain that everyone who ever had any association at all with the B-47 will wish to have a copy, but it is really far too important to be confined to that audience, as large as it is. This is the sort of book that ought to be on the reading lists of the military services, their academies and their service schools, for it portrays both the military and civil participants in the B-47 programs as exemplars of the American way. The airplane was tough, demanding and required sacrifices to be used to its limits, but those operating it knew that it was the very best means to deter war and they rose to the occasion, risking their lives to master the aircraft. In doing so, they provided lessons that can well be used today."

Copies may be obtained from:

B-47 Stratojet Book  
C/O Mark Natola  
23 Oak Ridge Rd.  
W. Lebanon, NH 03784

The cost is \$35 per copy + \$10 S/H, checks should be made payable to: Mark Natola.

Mark has also made a 50 minute video of interviews with Bob Robbins and Jim Fraser on the Phase I and III XB-47 flight test programs. The cost \$24 + \$4 S/H.

## Flying West

By Capt. Michael Larkin, TWA

I hope there is a place way up in the sky where pilots can go when they have to die. A place where a guy could buy a cold beer for a friend or a comrade whose memory is dear.

A place where no doctor or lawyer could tread,  
nor a management type e're be caught dead!  
Just a quaint little place, kind of dark, full of smoke,  
where they like to sing loud and love a good joke.

The kind of place a lady could go  
and feel safe and protected by the men she would know.

There must be a place where old pilots can go  
when their wings get too weary and their airspeed is too low.

Where the whiskey is old and the women are young,  
and songs about flying and dying are sung. Where you  
would see all the fellows who flew West before,  
and they'd call out your name, as you came through the door,

who would buy you a drink, if your thirst should be bad  
and relate to the others, "He was quite a good lad."

And then through the mist you'd spot an old guy  
You had not seen in years, though he had taught you to fly.

He'd nod his old head and grin ear to ear, and say  
"Welcome my son I am pleased that you are here."  
For this is the place true flyers come when the battles are  
over and the wars have been won.

They have come here at last to be safe and afar.  
From the government clerk and the management czar,  
politicians and lawyers, the Feds and the noise,  
where all the hours are happy, and those good old boys  
can relax with a cool one, and a well deserved rest!  
This is heaven my son, you've passed your last test.



"Call Sign Rustic" was written by Richard Wood, a former Plattsburgh B-47 pilot.

In June 1970 American troops were withdrawn from Cambodia. Despite Congressional opposition President Nixon was determined to support the anti-Communist forces. The White House directed that the Air Force secretly support these forces. Dick Wood was one of the early Forward Air Controllers, FACS, that was assigned to provide support to the friendly Cambodian ground forces. A fascinating personal look at a little known aspect of the war in Indo-China. The book is available in book stores, amazon.com, barnesandnoble.com, and the Smithsonian Institution Press.



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A different perspective of a refueling  
Photo: Al T. Lloyd